

ARRIVALS.

June 14, WHANGPOA. British str. 1,109, Loman  
Canton 14th June, General—BUTTER  
FIELD & SWIRE.

June 14, ST. SEY. French str. 2,183, Delacour  
Shanghai 12th June, Malle and General—  
MESSAGERIES MARITIMES.

June 14, BANTAM. Dutch str., 1,520, L. v.  
General—

June 14. GLENN, British str., 1892.  
Norman. London 1st May. General.—JA  
DINE, MATHESON & Co.  
June 14. Ours. French str., 1893. Chabou

MARSEILLE, Alexandria, Port Said, Suez,  
 Colombo, Singapore, and Saigon 11th June.  
 Mails and General—MESSAGERIES MARITIMES.  
 JUNE 14, BELLONA, German str., 1.716.  
 Jaeger, Singapore 8th June, General.  
 SIRMENSEN & Co.  
 JUNE 14, VITIAZ, Russian cruiser, Capt. Zari.  
 Singapore 7th June.

June 14, KWEIANG, British steamer, 1,000, General.  
W. Outerbridge, Wuhu 9th June, General.—BUTTERFIELD & SWIRE.

June 14, SINGAN, British steamer, 1,050, Prit.  
Swallow 13th June, General.—BUTTERFIELD & SWIRE.

June 14, HUPEN, British steamer, 1,846, Qu.  
Swatow 13th June, General.—BUTTERFIELD & SWIRE.

June 14, HUPEN, British steamer, 1,269, J.

June 19, NINGBO. British steamer, 883, Ror Thompson, Shanghai, and Foochow 14 June, General - BUTTERFIELD & SWIRE  
June 14, NANKO. British steamer, 883, Ror Foochow 10th June, Amoy 12th, and Swatow 13th, General - DOUGLAS LAFNAY & Co.

DISCHARGES.  
AT THE HARBOUR MASTER'S OFFICE.

14TH JUNE  
Kongcoo, British str., for Singapore.  
Belgio, British str., for San Francisco.  
Presto, German str., for Haiphong.  
Tucor, British str., for Shanghai.  
Guy Manning, British str., for Shanghai.  
Cangchow, British str., for Amoy.  
Kwanglee, Chinese str., for Shanghai.

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DEPARTURES.

June 14, SNOTSANG, British str., for Canton  
June 14, ASK, Danish str., for Hsiehcong.  
June 14, WM. J. ROTCH, American ship  
San Francisco.  
June 14, DORST, German str., for Canton  
June 14, BOMBAY, British str., for London  
June 14, CHANGCHEW, British str., for A  
June 14, KONGSER, British str., for Singapore  
June 14, KWANGLEE, Chinese str., for Shan

June 14, YUNG-PING. Chinese str., for Canton.  
June 14, GUY MANNERING. Brit. str., for Canton.

**PASSENGERS.**  
ARRIVED.

Per City of Peking, str., from San Francisco.—Messrs. A. J. Leach, E. Holloway family, J. M. Underwood and sons, R. Faber.  
Per Batavia, str., from Singapore.—130

Per *Glenfruin*, str., from London.—  
Acheson, Mr. and Mrs. Fraley, and f.  
Messrs. Fraser, Weller, Kahl, Brown,  
Rogers and 217 Chinese from Singapore.  
Per *Bellona*, steamer, from Singapore.  
Chinese.  
Per *Sydney*, str., for Hongkong from S.  
hai.—Mrs. Van Hense, Messrs. C. J. Seag.  
Cha. Wieg. From Yokohama.—Mr. and

Durand, Messrs. Tournaine, Poh Thet G.  
and Co.-Gregory. For Saigon from Yokohama.  
—Messrs. Campagne. Sore, Mourin.  
Pierre Kérizian. For Singapore from Shanghai.  
—Messrs. Beck and Bigiani. From Kobe.  
Mrs. Wotto Watanabe, Mrs. Matsuo.  
Messrs. Fukuyama and Sakai. For Manila  
from Shanghai.—Messrs. Crabtree, Arnold.  
S. W. Hirc, and Raymond. From Yokohama.  
—Messrs. Dine, Messrs. Iwatake.

—*Isle d'au de Vinu, M. Chardonet, and Bertin*  
From Kobe.—Messrs. Bertinette, Léon P  
and Jean Lepu  
Par Ozu, s.r. for Hongkong from Mar  
—Messrs. Komor and J. Kahu. From A  
dria.—Mr. Krensis. From Colombo.—M  
Mrs. Machan and 2 infants, and Mr St  
From Singapore.—Mrs. Durga Do  
Messrs. Barotman and Jacques Des

Saigon.—Messrs. Lion, de St. Mathurin  
Yamamoto. For Shanghai from Marseilles  
Mr. and Mrs. Don J. Delavat, Mrs.  
Hof, Mrs. Alentsia Phoa, and Mrs.  
Smith. For Yokohama from Marseilles  
Roux and infant, Messrs. Harada, Sasaki,  
Kiehl Ono Hogara, Yorise Suzuki, S. Mo-  
ra, and Osaki. From Singapore.—Messrs.  
Stonor and S. Kaff, and Miss Jessie M.

From Saigon.—Mr. and Mrs. de La  
Messre. Bontin and Lefasseur, Sisters S  
the and Marc.  
Per Namoa, from Coast Paris.—150 C  
Per Hupeh, str., from Swatow.—478 C  
Per Kuexyang, str., from Wuhu.—M  
merville,  
DEPARTED.  
Per Formosa, str., for Shanghai.—Mr.  
str., from Shanghai

Per Bombay, str. from Singapore.  
don—Mr. T. S. Lee.

**VISITORS AT HOTELS.**  
HONGKONG HOTEL.  
Hon. J. C. H. Ambrose, E. E. de Lencastre,  
M.L.C.  
Mr. Geo. Bergman  
Mr. Lencastre Biquet  
Dr. Houtin  
Mr. D. M. Clark  
vynor-Cronin  
chia-Chin  
Machine de Lencastre  
Mr. E. de St. Ma  
Mr. C. Milnes

Mr. S. N. Cohen	Mr. F. Shoben
Mr. N. Jacques Deon	Rev. J. N. Morse
5.00 H. E. Dolavrat, Spanish	Mr. E. Bentley
Minister at Tokyo	Mr. Y. M. Speer
0.00 Mrs. Dolavrat	Mr. Fred. E. Shaw
Mr. & Mrs. Durand	Mr. W. Tarn
5.00 Mr. & Mrs. Kahl	Capt. Tillet
3.00 Mr. S. Kalf	Mr. J. M. Under
Mr. Gustav Krametz	Mr. W. Warran
50.00 Cms. Lavasseur	Mr. E. E. York
2.50 Mr. Lien	

55.00	MOUNT AUSTIN HOTEL.	
2.50	Mrs. Alexander Cook	Mr. Geo. Peawie
	Mrs. George Armstrong	Gen. W. M. Gai
	Miss Armstrong	Mr. W. M. Gai
Under-	Mr. Blamey	Capt Hough, R.
40,	Mr. F. de Bova	Mr. W. H. H
Dis-	Mr. & Mrs. E. Bowden &	children
Hotel.	family	Mr. Lind
P.	Mr. & Mrs. E. V. Brenau	Mr. Charles C.
	and children	Mr. W. R. New
	Mr. Harry Buck	Mr. A. Bosa
		Mr. J. L. Baber

1034  
 Consul Bndr.  
 Mr. E. M. Ptas  
 Mr. & Mrs. C. H. Cohen  
 M. J. B. Coughtrie  
 Mr. G. J. ...  
 Mr. Taylor  
 Mr. & Mrs. J. ...  
 son

**VESSELS IN DOCK.**  
**ABERDEEN DOCKS.**  
**KOWLOON DOCKS.—H.M.S. Leander**  
 Taichong, Ingraban.  
**COENOPOLITAN DOCK.—John Mols**

**HONGKONG HIGH-LEVEL  
TRAMWAYS COMPANY, LIMITED**

**TIME TABLE.**

**WEEK DAYS.**

7.30 a.m. to 16.30 a.m.	Every quarter
11.35 a.m. to 12.30 p.m.	Every half hour
12.30 p.m. to 2.30 p.m.	Every quarter
2.30 p.m. to 3.00 p.m.	Every quarter

10.30 a.m. to 8.00 p.m. Saturdays.  
Night cars at 8.45 p.m., 9 p.m., 11 p.m., 12.15 p.m.

**SUNDAYS.**  
10.30 a.m. and 10.40 a.m.  
Night cars at 8.45 p.m., 9 p.m., 11 p.m., 12.15 p.m.

**JOHN D. HUMPHREYS**  
General Managers.

Hongkong, 1st April, 1892.

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**WANTED;**  
**FOR THE MONTHS OF JULY, AUG.**  
**SEPTEMBER.**

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**A FURNISHED HOUSE** at  
Reply with particulars to  
"GL

1894 Hongkong, 11th June, 1892.



## INTIMATIONS.

**BROWN, JONES & CO.**  
AMERICAN AND ITALIAN MARBLE  
HEADSTONES AND COLUMNS  
In Stock.  
Prices moderate. Work promptly done.  
Satisfaction guaranteed.

**A. S. WATSON & CO., LIMITED.**  
WINES AND SPIRITS.

We invite attention to the following brands, all of which are excellent quality and good value for the money.  
The same being specially selected by our London House, and brought direct from the most noted Shippers, are imported and bottled by ourselves, thus enabling us to supply the best goods at the lowest prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

**PORTS.** (For families and general use.)

Per Doz. Per Bot.  
A. Alto Donna, good quality, \$10 \$1.00  
B. Vintage, superior quality, 12 1.10  
C. Fine Old Vintage, 14 1.25  
D. Superior Vintage, 18 1.50

**SHERRIES.**

A. Delicate Pale Dry, dinner wine, Green Seal, 6 0.80  
B. Superior Pale Dry, dinner wine, Green Seal, 7.50 0.75  
C. Maudslayi, Pale Natural Sherry, White Seal, 10 1.00  
D. Superior Old Dry, Natural Sherry, Red Seal, 10 1.00

D. Extra Superior Old Pale Dry, chateau wine, White Seal, 12 1.10

E. Extra Superior Old Pale Dry, chateau wine, White Seal, 12 1.10

F. Extra Superior Old Pale Dry, chateau wine, White Seal, 12 1.10

G. Extra Superior Old Pale Dry, chateau wine, White Seal, 12 1.10

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BY. Extra Superior Old Pale Dry, chateau wine, White Seal, 12 1.10

BZ. Extra Superior Old Pale Dry, chateau wine, White Seal, 12 1.10

such an occasion, when one of its members is for the moment the child of evil fortune. It is "proper and appropriate," as his Excellency put it, that Hongkong should join with the Mission House and contribute its share towards the mitigation of misery and distress in another of the Crown Dependencies. This is the true spirit, the quintessence, of Colonial Federation. Mutual support in pressing need must emphasize the advantages of Colonial solidarity. The present is a case in point. The message of heartfelt condolences from Hongkong and the practical expression of sympathy with which it is accompanied, will lighten the burden of some, at any rate, of the sorrowing, the sick, and the homeless in Mauritius, and will mark once again the fraternal feeling which binds the English-speaking race in patriotic unity.

ALTHOUGH there is no doubt that for the present, at any rate, the policy of the Chinese Government is to represent missionary riots, the spirit of fanaticism as successfully roused by the anti-foreign publications from Hunan is not yet laid to rest. Here and there, in different provinces, every now and again proofs are given that the embers are still smouldering, and only recently there have been fresh outbreaks. A missionary in Szechuen, who took to the Chinese Recorder, very plainly says that the troubles in that province are not yet over. The Chinese peasantry are credulous beyond belief, and the nefarious stories about foreigners eating babies and similar atrocities are swallowed with avidity. This particular calumny is apparently as hard to slay as the fabled monster Bismarck, and if exposed in all its naked mendacity in one city springs up unaltered in another soon afterwards. Mr. Ufford was able to prove the unfounded nature of this slander at Suifu, but it will no doubt be revived elsewhere. More serious even than these false charges, however, in his eyes appear to be the propaganda which he says is being carried on against foreigners in general by peripatetic lecturers or preachers of anti-foreign ideas. He says that while on a journey north of Suifu, he met a party of men, about ten in number, who were visiting the large towns, where they get together a crowd and harangue them on the misdeeds of foreigners. They also distribute little books at a very small price which contain warnings against foreigners, and caution not to purchase foreign cottons, rice, or opium, and foreigners generally are held up to odium and contempt. It is claimed for these firebrands that they enjoy the special protection of the Viceroy, and they are proceeding south to proclaim their mission in Yunnan and Kweichow. It is possible that the worthy missionary may attach undue importance to these roving illibers of the foreigner, but it would be well for the British Consul at Chungking to ascertain whether there is any foundation for the native assertion that they are under the patronage of the Viceroy. If this should prove to be correct it would be conclusive evidence of official malafides. That the Chinese officials secretly sympathize with the anti-foreign movements got up by the literati we have had abundant proof already, and there is little prospect of matters improving except under pressure from the Foreign Ministers; but if it be true that the ruler of the great western province is deliberately encouraging a hostile feeling to foreigners, this would justify the demand for his early removal from office.

The delivery of the French mail was begun at 1.15 p.m. yesterday.

It is not improbable that H.M.S. Linnet will go to Lohans and remain there while the water is high, being subsequently relieved by H.M.S. Kik, which is now being overhauled in Tung-koo Dock, Shanghai.

The Japan Gazette reports that a passenger boat running on the river Hays a few days ago struck a rock and sank with the loss of 100 lives. The ship was a small steamer named "Hays," and was carrying a large number of passengers. The cause of the accident was attributed to the ship's running aground on a rock in the river.

The Shanghai Mercury says that on the 9th inst. discrepancies were discovered in the accounts of Messrs. Kelly & Walsh's company. The amount probably running into five figures. It is believed he has been speculating in native Bunko.

Captain T. Greenhill, master of the *Marine* steamer, the *Greenhill*, which was wrecked on the 5th inst. at Singapore, died last night on the 5th inst. of a heart attack. A short time ago, says the *Strait Times*, Captain Greenhill celebrated his jubilee as master in the *Greenhill*'s service.

The Spanish mail steamer *Salvadora* arrived at Singapore on the 5th inst. from Manila with her cargo broken down, which will cause the *Salvadora* to be delayed at Singapore. The mail for Manila by the *Salvadora* will be delayed at Singapore. The mail for Manila by the *Salvadora* will be delayed at Singapore.

A correspondent of the *Daily News* at Warsaw writes that the Russian Government has issued a proclamation directed against the missionaries who have been doing their best to spread Christianity in the East. The proclamation is a severe one, and is directed against the missionaries who have been doing their best to spread Christianity in the East.

The Mutual Steamship Company, with the fleet of the *St. Louis*, has arrived at Singapore at 8 a.m. on the 7th inst. from London, and left again at noon. The *St. Louis* was expected the previous night, but she met rough weather on the way from Hongkong which delayed her. The *St. Louis* was expected the previous night, but she met rough weather on the way from Hongkong which delayed her.

The Cuban coal mines, says the *St. Louis*, are going to be largely developed and a railway right up to a 45-foot seam is now in course of construction. Chinese coolies are now chiefly employed at the mines and will number many thousands as soon as the new sinking and mining machinery arrives. The quality of the coal is decidedly good, as good as any in the East.

Writing on the 10th inst. the *Mercury* says: "The effects of the suspension of the New Orleans Banking Corporation appear to-day to be even more widespread and more severely felt than yesterday. A large number of banks have been closed, and a large number of banks have been closed, and a large number of banks have been closed."

The *Shanghai Mercury* says: "The Chinese telegraph lines are established in twenty-one provinces or nearly throughout the entire empire. But there is no telegraphic communication between Kalgan and Peking, and the telegraph lines between Kalgan and Peking are not yet established. The telegraph lines between Kalgan and Peking are not yet established."

A telegram was received in Shanghai on the 9th inst. from Chefoo stating that the *Sesuma* steamer, which left Shanghai for the 5th for Chefoo, Japan and Korea, had been wrecked. The *Sesuma* was a small steamer, and was carrying a large number of passengers. The cause of the accident was attributed to the ship's running aground on a rock in the river.

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and seeing that he was a clergyman, he entered into conversation with him. Finally Bell made an improper proposal, which also indignantly refused. He took advantage of his superior strength and indignantly repelled her. She then made a desperate struggle to escape. When the train reached Great Bitter, Miss Bell got out, but did not mention the matter to the guards, telling her parents, however, as soon as possible what had befallen her.

The train proceeded, and Miss Bell, a telegraph operator, took Miss Bell's card, and the company. Bell engaged her in conversation. She repeated his bold advances, but he persisted and grasped her about the waist. Despite her frantic efforts to free herself, she was unable to do so, and she was carried off to her room. Bell then proceeded to her room, and she was carried off to her room. Bell then proceeded to her room, and she was carried off to her room.

The trial of Edward P. Descom, American, for killing M. Abelle, began this morning. The courtroom was crowded with prominent people, including many of the American and French consuls. The weather is warm and as the crowd sat in the courtroom the temperature became almost suffocating. This had no effect upon the court, however, who sat calmly facing the jury throughout the session, and paying the most attention to everything said and done. The trial was composed of a number of witnesses, including the American and French consuls. The trial was composed of a number of witnesses, including the American and French consuls.

The process of a French chemist, consisting of mixing molasses with cane juice for manufacturing sugar, seems to have been a complete success. It is said that the new process is affording excellent results, and yields 11 per cent. more sugar, producing 4000 degrees on an average.

The managers of the American Sugar Refinery declare that the sugar thus produced was the highest quality sugar ever imported into the United States, and is really a new era in the history of the sugar industry.

**MISCELLANEOUS ITEMS.**  
LONDON, 14th May.  
The Barnett-Horrie oil warehouses at Bristol, containing 2000 barrels of oil, caught fire to-day and were soon destroyed. The burning oil ran into the water and the burning oil ran into the water and the burning oil ran into the water.

There is a sensation on account of the mysterious murder in her own apartments of Josephine Graham, a beautiful ballet girl, which has been traced to a man in a high-spirited and in her possession. She was found in her room, and she was found in her room, and she was found in her room.

The figure published in a statement to the effect that the London Times is considering the advisability of publishing simultaneously with its London edition a continental edition which will appear in Paris.

**BOWEN, 15th May.**  
There are some rumours of the reconciliation of Emperor William and Bismarck. Changes in diplomatic service and the Emperor's illness in Berlin are said to be pending, and Count Herbert Bismarck is thought to be on the point of appointment, especially since the Emperor has just written to congratulate him on his appointment.

**MELBOURNE, 15th May.**  
The will of Deane, bequeaths his goods and his property to his wife, Mrs. Deane, and the contents of the proceeds which goes to Mrs. Deane, to whom Deane was engaged when he died.

**LONDON, 16th May.**  
The British bark *Earl of Aberdeen*, commanded by Captain Petric, has been wrecked off the coast of Newfoundland, Wales. The *Earl of Aberdeen* sailed from London on the 10th of May, and was wrecked off the coast of Newfoundland, Wales.

**BRUSSELS, 16th May.**  
The National Zeitung publishes a dispatch from St. Petersburg saying that the Russian police, acting on a warning from the police of Paris, have discovered a number of mines under the Gare d'Orsay, and the Russian police, acting on a warning from the police of Paris, have discovered a number of mines under the Gare d'Orsay.

**CHICAGO, 19th May.**  
The famous Pier bridge, in this city, is said to be in a perilous position. It is said that the bridge is in a perilous position, and it is said that the bridge is in a perilous position.

**VIENNA, 19th May.**  
The completion of the new railway of Austria-Hungary above the entire stock is of the value of 215,000,000 sterling, which is more than was generally believed. It is probable that, instead of any being sold, silver will have to be bought to meet the demand.

**OPERA, 19th May.**  
An enormous meeting of workmen at Bathings protested against currency reform. There were 100,000 men present, and the meeting was a success.

Cassius are received here. Three villages near the fortified town of Britton on the Zonghi were destroyed, and the people were killed and the property was lost. The villages were destroyed, and the people were killed and the property was lost.

**LONDON, 20th May.**  
On Home Hill, London, A. A. Zimmerman of the New York Athletic Club, lowered the time for a mile run, making the distance in 2:35.50.

**LONDON, 20th May.**  
The American steamer *City of Peking*, from San Francisco, and Yokohama 8th June, had cloudy and rainy weather with N.E. winds to light variable winds, heavy rain, and a heavy sea.

**SHANGHAI SHIPPING.**  
June.  
H. Hasegawa, Chinese steamer, from Yokohama, 10th June, had cloudy and rainy weather with high S.W. breeze and fair weather. From Yokohama to port, heavy rain, heavy sea, and a heavy sea.

**JOINT STOCK MARKS.**  
COMPANY PAID UP QUOTATIONS.  
HONGKONG & SHANGHAI BANKING CO. 110 p.c. p.m.  
China, Japan, & Co. 110 p.c. p.m.  
Nak Bank of China 110 p.c. p.m.

**THE FRENCH MAIL.**  
The M. M. steamer *Comet*, with the French mail of the 15th inst., arrived here yesterday. The steamer was from the French coast, and it was from the French coast.

**THE ITALIAN CABINET.**  
Rome, 27th May.  
The Italian cabinet have resigned, but the King has refused to accept their resignation. It is believed a dissolution of the Chamber will take place.

**THE DEATH OF REAR ADMIRAL MAYNE.**  
The death of Rear Admiral Mayne is announced. He was a distinguished naval officer, and he was a distinguished naval officer.

**THE FIGHTING AT UGANDA AND ITS RESULTS.**  
LONDON, 30th May.  
The fighting at Uganda and its results are being reported. The fighting was a success, and the results were good.

**THE BRITISH EAST AFRICA COMPANY.**  
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**VESSELS EXPECTED.**  
**THE INDIAN MAIL.**  
The steamer *Lightning*, with the Indian mail, left Singapore on the 14th, and may be expected here on or about the 17th inst.

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## NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.  
 NONSIGNERS per Company's Steamer  
 "DIOMED"  
 We hereby notified that the Cargo is being dis-  
 charged into Craft and/or landed at the  
 godowns of the Undersigned; in both cases it  
 is at Consignees risk. The Cargo will be  
 ready for delivery from Craft or Godown on  
 and after the 10th inst.  
 Goods undelivered after the 17th instant will  
 be subject to Rent. All damaged Goods must

left in the Godown, where they will be ex-  
 amined at 11 A.M. on the 18th inst.

**BUTTERFIELD & SWIRE.**  
 Agents.

Hongkong, 9th June, 1892. 71248

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**NORDDEUTSCHER LLOYD.**

**NOTICE TO CONSIGNEES.**  
**S.S. "NURNBERG."**  
**FROM BREMEN AND PORTS OF CALL.**  
The above-named Steamer having arrived,  
Consignees of Cargo are hereby informed  
at their Goods, with the exception of Opium,  
Treasure, and Valuables, are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, whence delivery  
may be obtained.

Optional Cargo will go on to Shanghai on Tuesday to the contrary be given before Noon, 0-DAY, the 11th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 16th inst, at 4 P.M. All Claims must reach us before the 18th inst. or they will not be recognised.

No Freight charges have been effected.

Bills of Lading will be countersigned by  
**MELCHERS & Co.,**  
 Agents,  
 Hongkong, 11th June, 1892.

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**UNION LINE.**  
**NOTICE TO CONSIGNEES.**  
**FROM LONDON, HAMBURG, AND**

THE Steamship

“GUY MANNERING”

Having arrived from the above Ports, Consignees  
Cargo are hereby informed that their Goods  
are being landed at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and Town  
Company, Kowloon, whence delivery may  
be obtained.

No Claims will be admitted after the Goods were sent to the Office of the Undersigned before NOON on the 18th inst, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant at 3 p.m.  
No Fire Insurance has been effected, and the Goods remaining in the Godowns after the 17th inst.

at. will be subject to rant,  
Optional cargo will be forwarded unless notice  
the contrary be given before NOON To-day,  
Bills of Lading will be countersigned by  
SHEWAN & CO.,  
Agents.  
Hongkong, 15th June, 1892. 1122

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SHIPPING IN PORT.

**HONG KONG STEAMERS.**  
 S. S. **Bellevue**, Danish str., 355, H. Hygom, June 6.  
 S. S. **A. R. Marty**.  
 S. S. **Woodhull**, British str., 1,035, T. Rowin, June 12.  
 S. S. **Jardine**, Matheson & Co.  
 S. S. **Autumn**, Dutch str., 1,520, Falk, June 14.  
 S. S. **Jardine**, Matheson & Co.  
 S. S. **Belgia**, British str., 2,695, Wm. Walker, June 5.  
 S. S. **Albatross**, British str., 1,400, Frank.

O & S. S. Co., for San Francisco  
 ellans, German str., 1,718, F. Jaeger, June 14,  
 Siemssen & Co., for Yokohama  
 atterthum, Brit. str., 1,408, Shannon, June 12,  
 Gibb, Livingston & Co., for Australia  
 ty of B-fast, Brit. str., 1,415, McAlpin, June 12,  
 2, David Sassoon, Sons & Co.  
 ty of Pekin, a.m.r. str., 8,129, Sear's, June 13,  
 P. M. S. Co., for San Francisco  
 char, German str., 1,915, Grundmann, June 11,  
 Wills & Co.

press of China, British str., 3,003, Archibald.  
 June 5, C. P. R. Co., for Vancouver.  
 steamer, British str., 1,325, W. J. Risby, H. C.  
 & M. Steamboat Co., for Canton.  
 ormoss, British str., 2,616, Nantes, June 11.  
 & O S. N. Co.  
 denfrat, British str., 1,892, Norman, June 14.  
 Jarline, Matheson & Co.  
 alphonso, French str., 874, Galliot, June 15.  
 Messageries Maritimes, for Hongkong.

ankow, British str., 2285, Lloyd, Batterfield & Swire, for Canton  
engshan, British str., 1954, W. E. Clarke  
H. U. & M. Steamboat Co., for Mexico  
eam, British str., 1314, G. B. G. Favour, E.  
C. & M. Steamboat Co., for Canton  
sinfung, Chinese str., 1685, Warwick, June 11  
C. M. S. N. Co.  
apeh, British str., 1846, Quail, June 14,  
1885, R. B. S. S. Co.

Wiegman, Herman str. 876, E. Piper, June 9,  
 Wierler & Co  
 Witzschow, Richard str. 238, T. A. Webster  
 H. C. & M. Staumbach, Co  
 Woyzang, Fritz, str., 1060, Osterbridge, June 14.  
 Butterfield & wire  
 Yoo Sok, Richard str. 1,020, A. Benson, June 7,  
 Yuen Fat Hong  
 Zedoff, Richard str. 1,882, E. Porter, June 12,  
 Ziegler, H. C. 311, A. C.

James, British str., 383, Beach, June 14,  
Douglas Laprain & Co., for Coast Ports  
Butler, British str., 1289, Thompson, June 14,  
Butterfield & Swire, for London  
Hama, British str., 1615, Langhorne, June 11,  
P. & O. S. N. Co  
Orizaba, British str., 419, J. M. Daly, May 23,  
Butterfield & Swire  
Mun, French str., 1998, Chaboud, June 14,  
Compagnie des Messageries  
de St. Paul

messengers, etc., for Singapore  
 117, Britten str., 284, Chinay, for Canton  
 117, Britten str., 114, Matthew, June 9  
 Order  
 117, Britten str., 1,717, Gedy, June 9,  
 Butterfield & Swire  
 117, Britten str., 1,011, Fowler,  
 June 11, Yuen Fat Hong  
 117, Britten str., 117, Stopani, H. & W.  
 Dock Co.

142, German str., 880, Montreal, June 14,  
 Melch & Co  
 143, British str., 1342, S. W. Grogan, H. C.  
 & M. Swanborn, for Canton  
 144, German str., 655, J. Jussan, June 11,  
 Semssen & Co  
 145, British str., 1035, Price, June 14;  
 146, British str., 1035, Price, June 14;  
 147, French str., 1131, Delacroix, June 14,  
 Messageri & Maritimes, for Europe  
 148, French str., 857, Jussan, June 14,  
 Messageri & Maritimes, for Europe

Meyer & Co  
 Co., British str., 769, Goleisowski, April 27  
 China, for Canton  
 Jasser, British str., 1890, J. Eiler, June 13,  
 - Butterfield & Swire, for Shanghai  
 - Butterfield & Swire, 1,109, Inman, June 14,  
 - Butterfield & Swire  
 Metcalf, German str., 1,918, A. Ott, June 6,  
 Wisler & Co  
 Co., 877, T. P. Goleisowski, June 13,

13, Jartine, Matro co & Co., for Manila  
 10, British ship, 675, A. W. R. Cobban, June  
 12, Shawan & Co., for Manila  
 10, British ship, 1,569, Edwards, May 8,  
 Gibb, Livingston & Co.  
**NATILING VESSELS.**  
 1, Farmer, Amr. ship, 1,796, J. W. H. Ince, May  
 14, Mel-lars & Co., for San Francisco  
 1, Umbra, German ship, 1,429, Stover, May 30,  
 1, Fishback & Co., do, Hamburg.

anders & Co., for Hancock  
 and Graham, British bark, 593, Hodge,  
 June 5, Order  
 British coh., 204, Chelvey. June 12,  
 Slomason & Co  
 McLeod, British ship, 1593, Henderson,  
 June 8, Master  
 Taylor, British sh., 1298, Dorkes, June 1,  
 Hewatt & Co  
 Laurin, Amr. ship, 1312, F. Oakes, May 25,

Siemens & Co., for New York  
 35, British Bank, 420, W. Brown, May 8.  
 Order  
 Navy, Brit. 3 m s h. 325, Garrick, May 31,  
 Siemens & Co  
 A. H. Smith, Amer. sh., 190, Brown, Mar. 16,  
 Reuter, Brookelman & Co., for New York

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Printed and Published by D. WARRICK SMITH,  
 at 25, Wyndham Street, Victoria, Hongkong.

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When offering the suggestion that the unofficial members should be made the majority in the Legislative Council at its next meeting the Hon. T. H. WHITEHEAD followed it up by hoping that all of them might

## BANKRUPTCY.

The examination of a bankrupt, like *post mortem*, sometimes reveals the secrets of a fatal malady which might have been suspected but could not be demonstrated during life. Observations of great value in the management of living cases are frequently made under the knife, and in this way the misfortunes of one person may serve as danger signals to many. That is the theoretical use of bankruptcy proceedings, but whether the theory is justified by any concrete experience is another matter. The English legislation in regard to bankruptcy laws is a standing confession of failure to reach the end intended to be remedied. It is necessary to test the efficacy of preventive measures, and the duration of the swings from leniency to severity and back again in English legislation is perhaps evidence enough to test the merits of either system.

Recent examinations show a tendency on the part of creditors and law courts to repress the state of things which lead to bankruptcy by punitive measures. The purpose of whitewashing is to prevent the exposure of the cause. The facility with which debtors were allowed to slip through the toils of the law, if only they failed to lay large enough sums or had only their heads high enough to enlist the sympathy of the society, has long been a sore to the eyes of those who believe that a sound economy is no means an unwholesome thing. To the greater the sinner the greater the sin. Women are much sounder maxims for public opinion than men, and hunters and unscrupulous adventurers are more likely to be provided for at the expense of the creditors, while the poor wretch who succumbs in the struggle for life owing \$25 or \$50 narrowly escapes penal servitude. The case has of course features peculiar to itself, but the woman who is able to form by a plausible address and a patient style, while another has been frugal and industrious; one may have laid the foundations of his credit in the cloudy regions of prospective profits, while another has been a miser and a miser in the exact degree. But the depreciation of all and adverse markets fall like the rain, and all places equally, and within the four-

they also live by lending. But the necessities do not come home to them so directly; they can if they like consume their capital as they please, and they are not in any such straits that they retain a liberty of action which the needy man cannot aspire to.

So far, however, from this consideration being allowed any practical influence in lightening the burden of the weaker side of the competing parties, the law of the land has the best been used to make the law still stronger. The laws of most countries being of necessity framed by the class from which creditors usually come naturally hard on the debtor class, and commercial legislation is thus found to be the most ungenerous and the least merciful where possible, but to give him a certain power of vengeance. As the tribunals of social ethics like the principle prevails, it is the unfortunate and the poor who are *primæ facie* liable to blame. But the creditor deserves and resolves the punishment. Both law and public opinion therefore take the side of the creditor, while the herd of fat and greasy citizens turn contemptuously from the broken man who is unable to pay. But what is this, if it will be improper, and dangerous, to relax this unrelenting code, it is only fit to admit that since it requires two to make a bargain the moral stigmas of misdeeds should not be exclusively borne by one party. If the law is to be just, there are the strong and the weak, and the weak as in everything else it is the weak who are doomed to be expropriated by the strong. How many men and how many firms in the East have laboured through their lives to accumulate wealth, and then, under circumstances supported by wealthy correspondents at home, finance firms in London may be, or worse still, Manchester agents who have in some cases gone rapidly rich on the spoils of the tolling and struggling East, and then, in a moment, have been supporting. And when the inevitable hour of exhaustion at last arrives and the unfortunate man declares himself insolvent, it is not uncommon for these wealthy and powerful men to have smiled and abetted their whole commerce, and then to have turned on their heels and deplored the whole of their hands and wife the first to hold up commercial morality. Our readers on the Chinese Coast will recall many instances of this wretchedness.

[illegible][illegible]

William Robertson.  
C.S.O. 810 of 1892.

The Governor recommends the Council to make of three thousand eight hundred and eight dollars (\$3,868) for the expenditure required for an improved system of signalling the approach of vessels to the port by signals—

Complete direct telegraphic communication between Port Office and Gun Rock.....	\$150
Completing direct telegraphic communication between Port Office and Kowloon.....	70
Providing quarters at the Gun Rock.....	200
Three telegraphs at Cape D'Aguilar.....	2,070
Two signals (for 3 months).....	4
<b>Total.....</b>	<b>\$3,494</b>

Added for "Plugs"..... 17  
**Total \$4,031**

Government House, Hongkong,  
4th June, 1892.

11th June, 1892

Sir,—I have to acknowledge the receipt of your letter of 4th instant acquainting me for the formation of those interested in the matter to certain terms of expenditure, detailed in a schedule annexed to it, with which letter, have to be sanctioned for the purpose of establishing improved system of signalling the approach of vessels to the port by signals, and which is introduced as soon as the necessary works are completed.

You are also supposed to communicate to the Council the expenditure made by the Cable Office of the existing telegraphic system between Cape D'Aguilar and the Central Post Station and to inform me of the arrangements for the purchase of the necessary material, which may hereafter be decided on in that item will be provided for.

In reply I beg to tender to Sir Erolle the enclosed copy of the signatures to the latter originally introducing this matter to notice, their appreciation of the prompt and efficient manner in which the system has been carried out, to be, sir, your obedient servant.

H. H. JOSEPH  
The Hon. G. T. M. O'Brien  
Secretary, Hongkong.

The steamer "Peking" met (remains) Shanghai contemporary) having been very strong. For generally speaking in river vessels after they have been submerged in the evening grain burned the decks, when the Peking was examined lately the decks were quite intact, except, of course, the place where the collision occurred, the full force

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